

TRANSMISSION LINE REBUILD
PROJECT TL 550
CONSTRUCTION DOCUMENTS
GEORGE WASHINGTON NATIONAL FOREST
WEST VIRGINIA & VIRGINIA

SEAL

PRELIMINARY
NOT FOR CONSTRUCTION

SCALE

0	05/23/21	ARB	FOR REVIEW
No.	DATE	BY	Description

REVISIONS

DRAWN BY ARB

APPROVED BY

CHECKED BY KAP

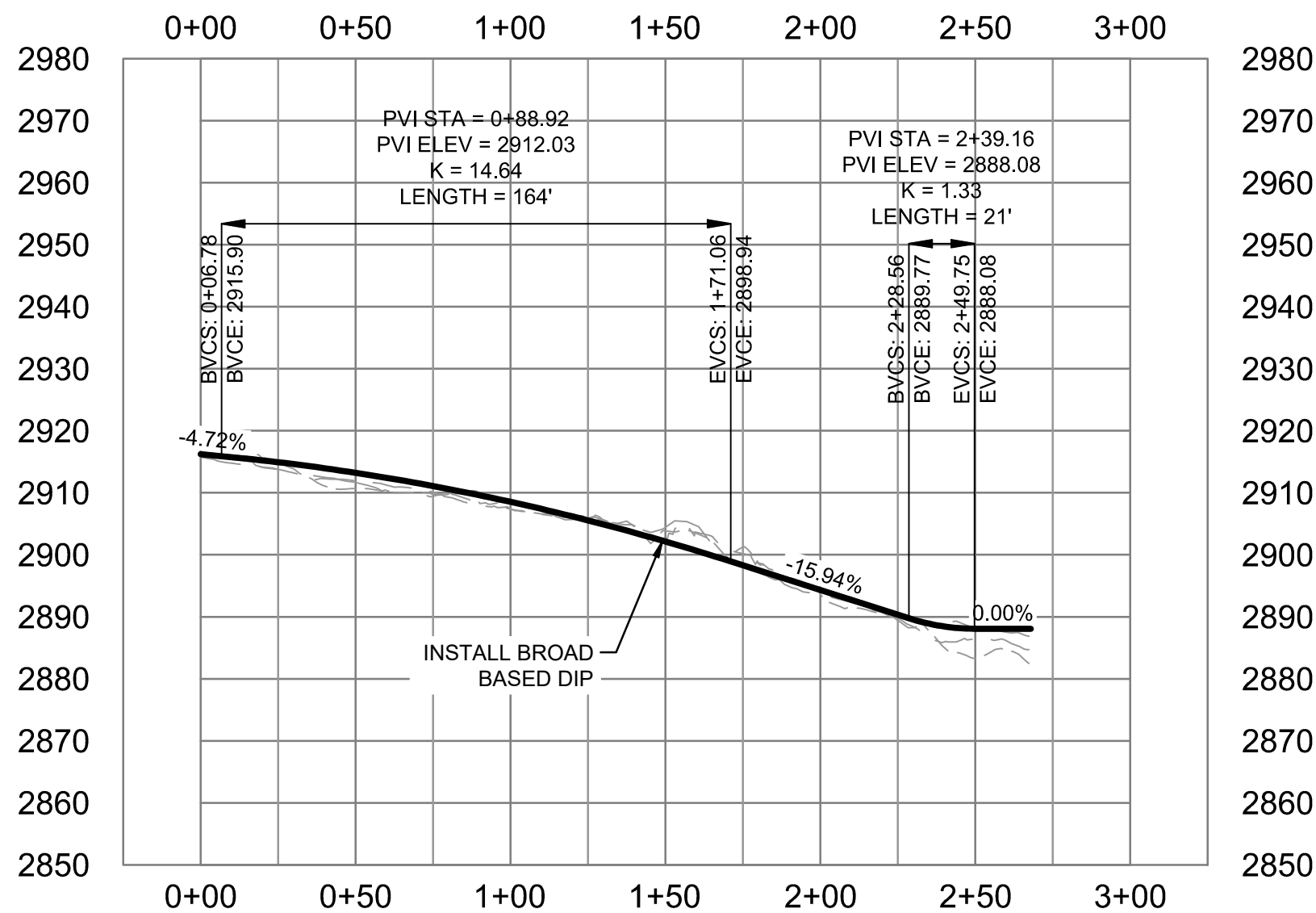
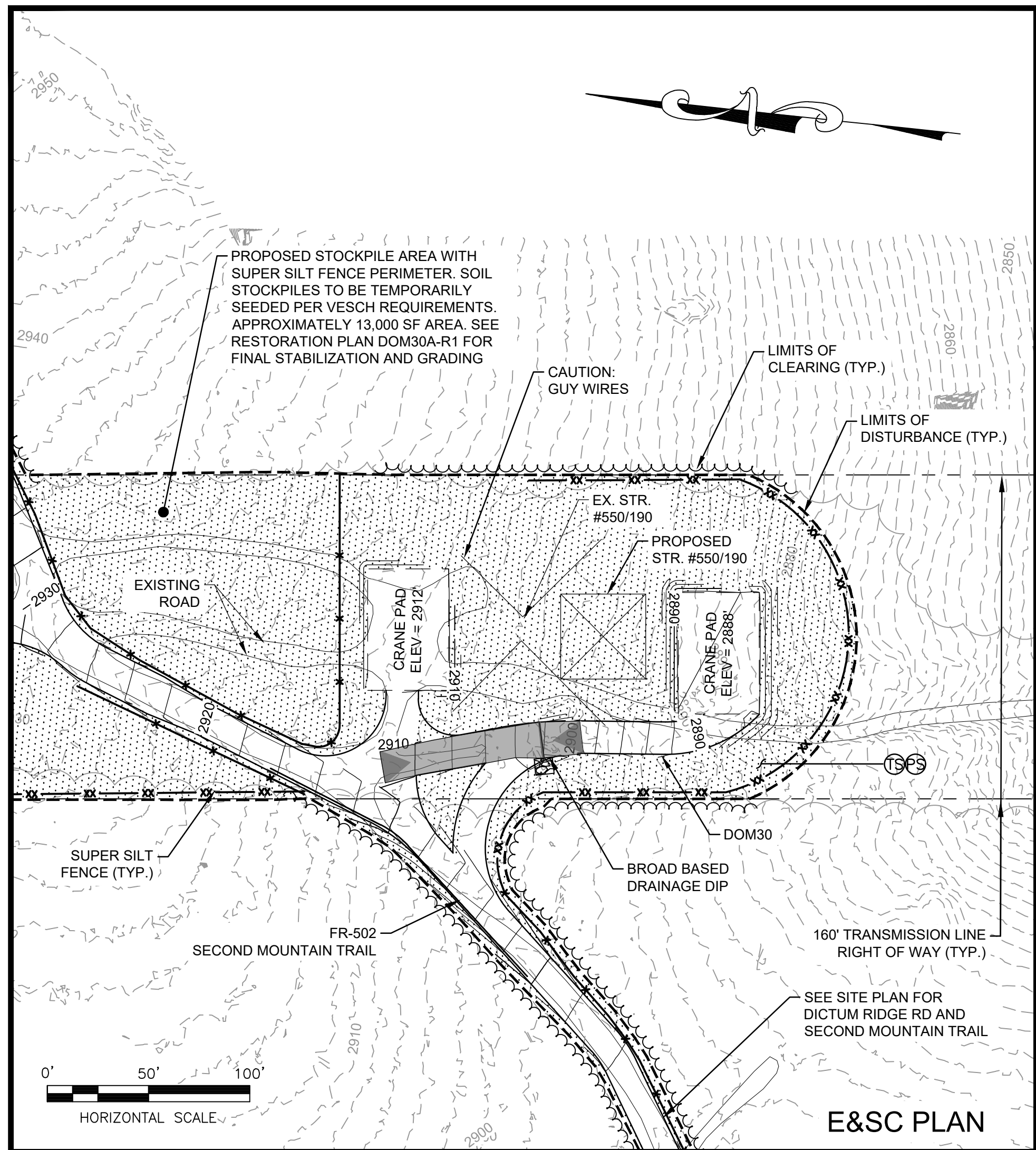
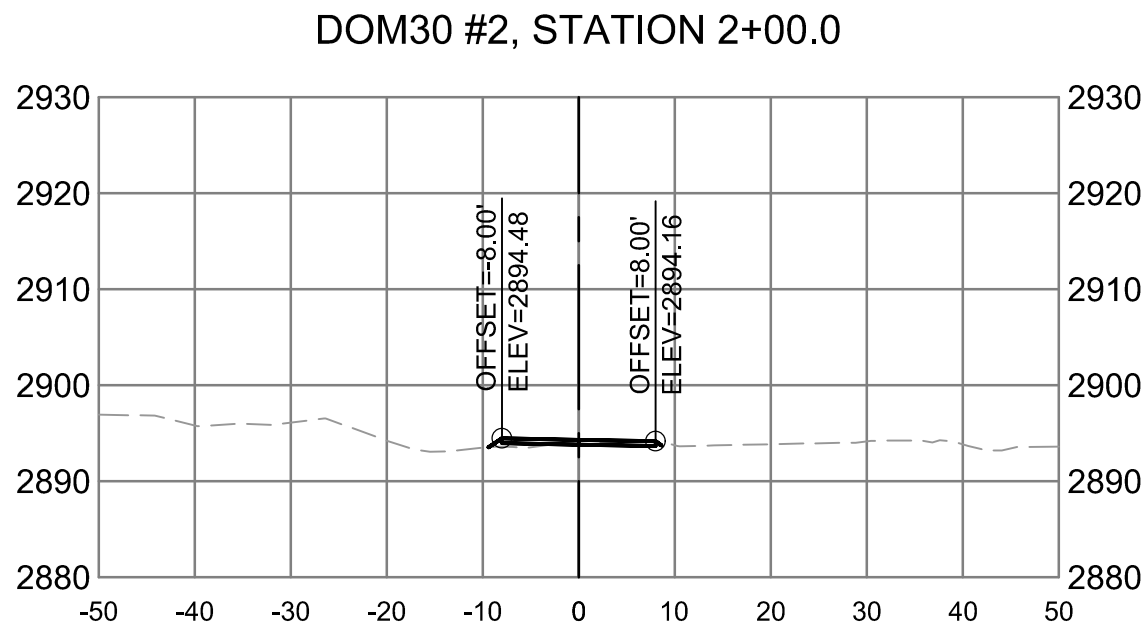
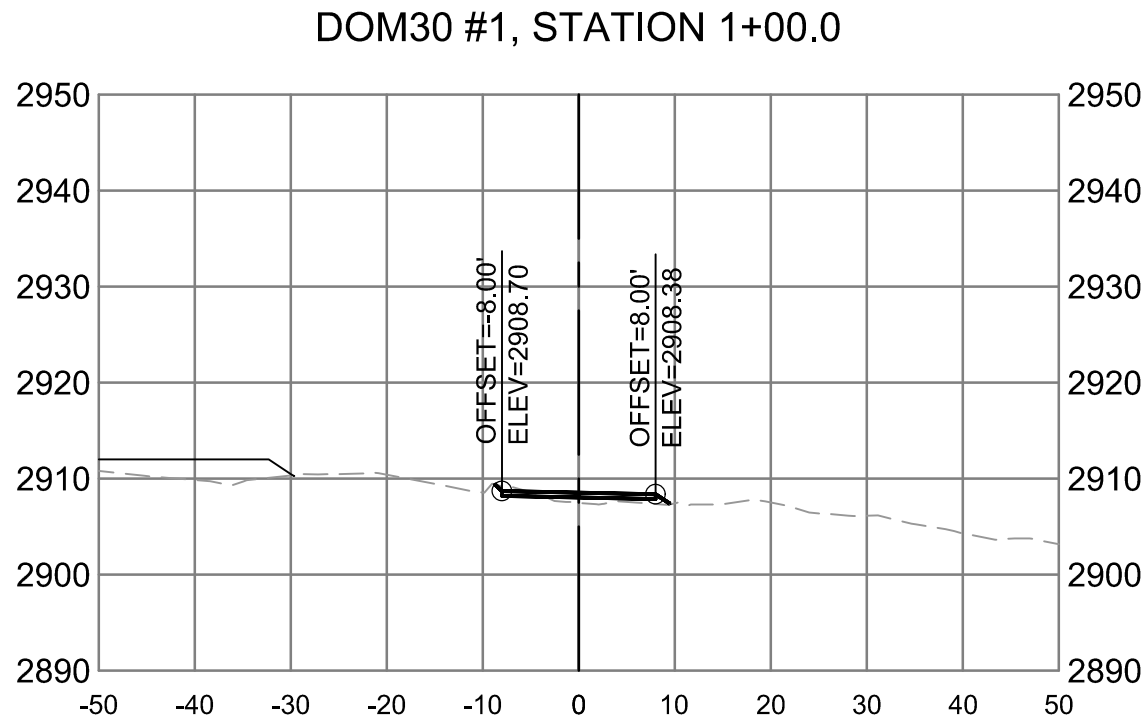
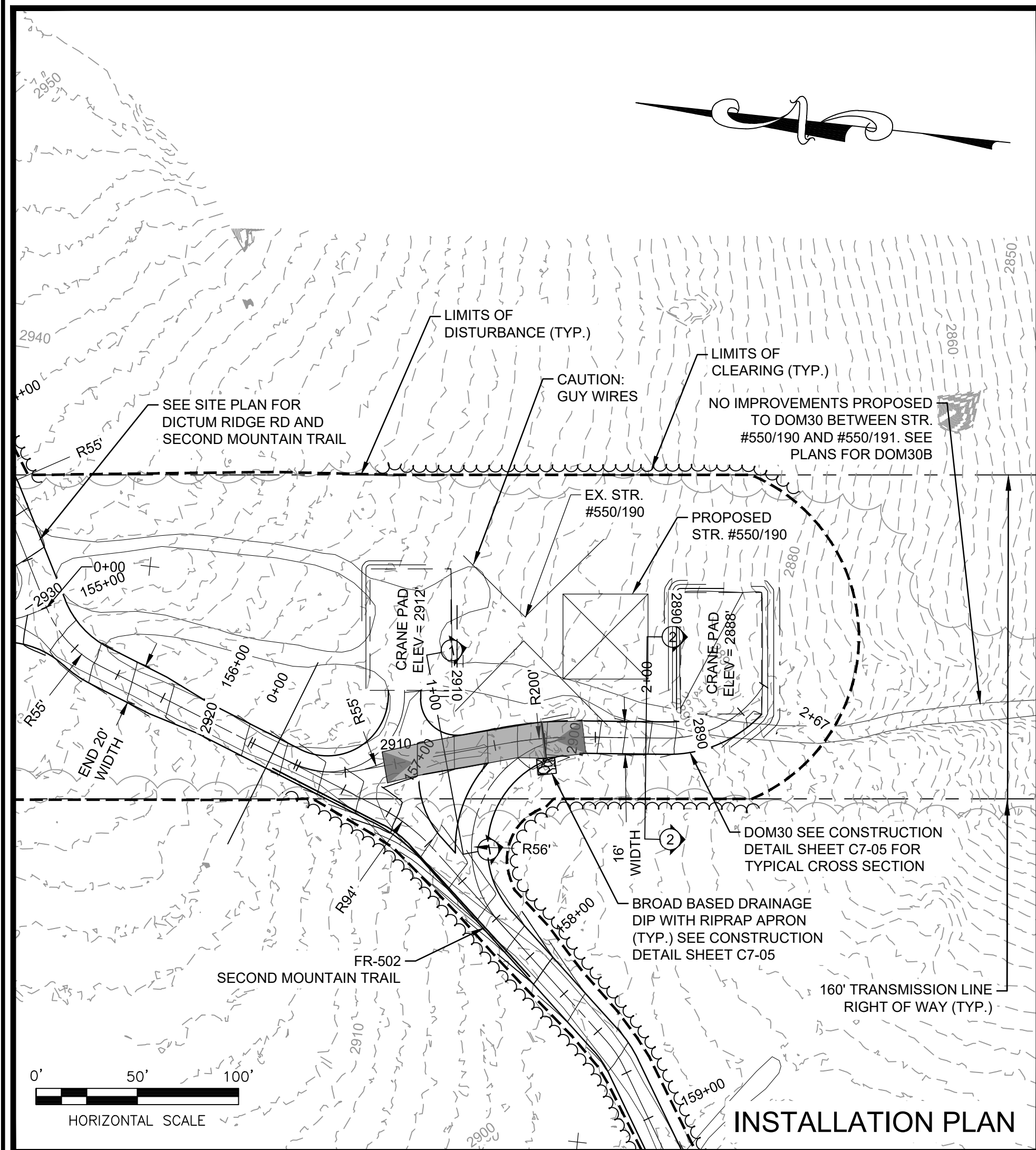
DATE 05/23/2021

TITLE
DOM30A
PLAN & PROFILE,
CROSS SECTIONS,
AND ESC

PROJECT NO. 50106442

DOM30A-01

SHEET NO.

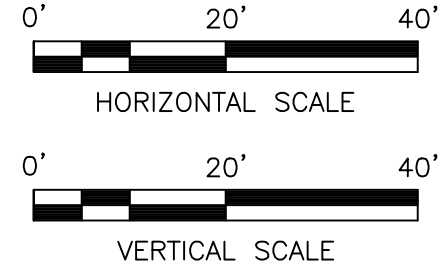


DOM 30A INSTALLATION PLAN EARTHWORK CALCULATIONS

	CUT (CY)	FILL (CY)	NET (CY)
DOM 30A IMPROVEMENT	63	86	23 (FILL)
INSTALL N. CRANE PAD AT STR. #190	120	59	61 (CUT)
INSTALL S. CRANE PAD AT STR. #190	235	68	167 (CUT)
INSTALLATION TOTALS	418	213	205 (CUT)

NOTES

- SEE PLAN & PROFILE SHEETS, DOM30A-01 FOR CORRESPONDING CROSS SECTION NUMBER AND ROAD STATION.
- CROSS SECTIONS SHOWN ON PLANS ARE FOR PURPOSES OF DESIGN, CONSTRUCTION, AND REVIEW.
- THE ABOVE CUT/FILL SUMMARY TABLE IS NOT DEPENDENT ON CROSS SECTION FREQUENCY (I.E. AVERAGE END AREA METHOD). THE CUT/FILL SUMMARY TABLE IS DEVELOPED BASED ON 3D MODELING (COMPOSITE VOLUMES) OF THE EXISTING AND PROPOSED GRADES.
- THE FREQUENCY OF CROSS SECTION SAMPLES VARIES BETWEEN 100FT AND 50FT SPACING; FREQUENCY IS INCREASED DEPENDING ON THE AMOUNT OF PROPOSED EARTHWORK AT EACH LOCATION.
- EXISTING GRADES SHOWN ON CROSS SECTIONS AND PLAN & PROFILE ARE BASED ON LIDAR DATA PROVIDED BY DOMINION ENERGY.
- EXCESS MATERIALS SHALL BE STORED IN TEMPORARY STOCKPILE AREAS AS SHOWN ON ROAD PLANS FOR CE49.
- SEE DOM30A-R1 FOR RESTORATION EARTHWORK CALCULATIONS AND TOTAL CALCULATIONS.



E&SC LEGEND

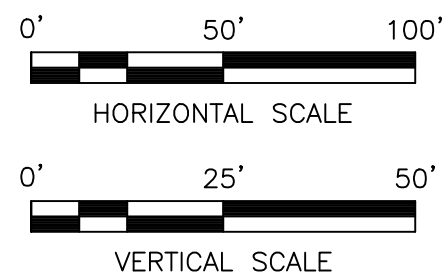
- PROPOSED 12" SILT SOCK
- PROPOSED SILT FENCE
- PROPOSED SUPER SILT FENCE
- PROPOSED LIMITS OF DISTURBANCE
- PROPOSED RIPRAP APRON
- PROPOSED LIMITS OF CLEARING

HATCH LEGEND

- TEMPORARY & PERMANENT SEEDING. SEE DOMINION SPEC TE VEP 8000-13-00

INSTALLATION PLAN NOTES

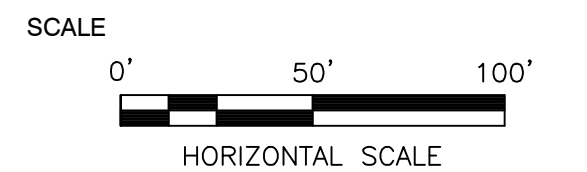
- PLAN SHOWN HERE REPRESENTS "INSTALLATION PLAN" FOR CONSTRUCTION. SEE SHEET DOM30A-R1 FOR "RESTORATION PLAN".
- SEE THIS SHEET FOR CORRESPONDING CROSS SECTIONS AND EARTHWORK CALCULATIONS.
- THE FREQUENCY OF CROSS SECTION SAMPLES VARIES BETWEEN 100FT AND 50FT SPACING; FREQUENCY IS INCREASED DEPENDING ON THE AMOUNT OF PROPOSED EARTHWORK AT EACH LOCATION.
- EXISTING GRADES SHOWN ON CROSS SECTIONS AND PLAN & PROFILE ARE BASED ON LIDAR DATA PROVIDED BY DOMINION ENERGY.
- PROPOSED GRADING IS DESIGNED WITH 1:1 CUT SLOPES AND 1.5:1 FILL SLOPES UNLESS OTHERWISE NOTED.
- PROFILE SHOWS 8FT OFFSETS TO LEFT AND RIGHT OF CENTERLINE TO ILLUSTRATE EXISTING GRADE ON EDGE OF ROADWAY WITH 16FT WIDTH.



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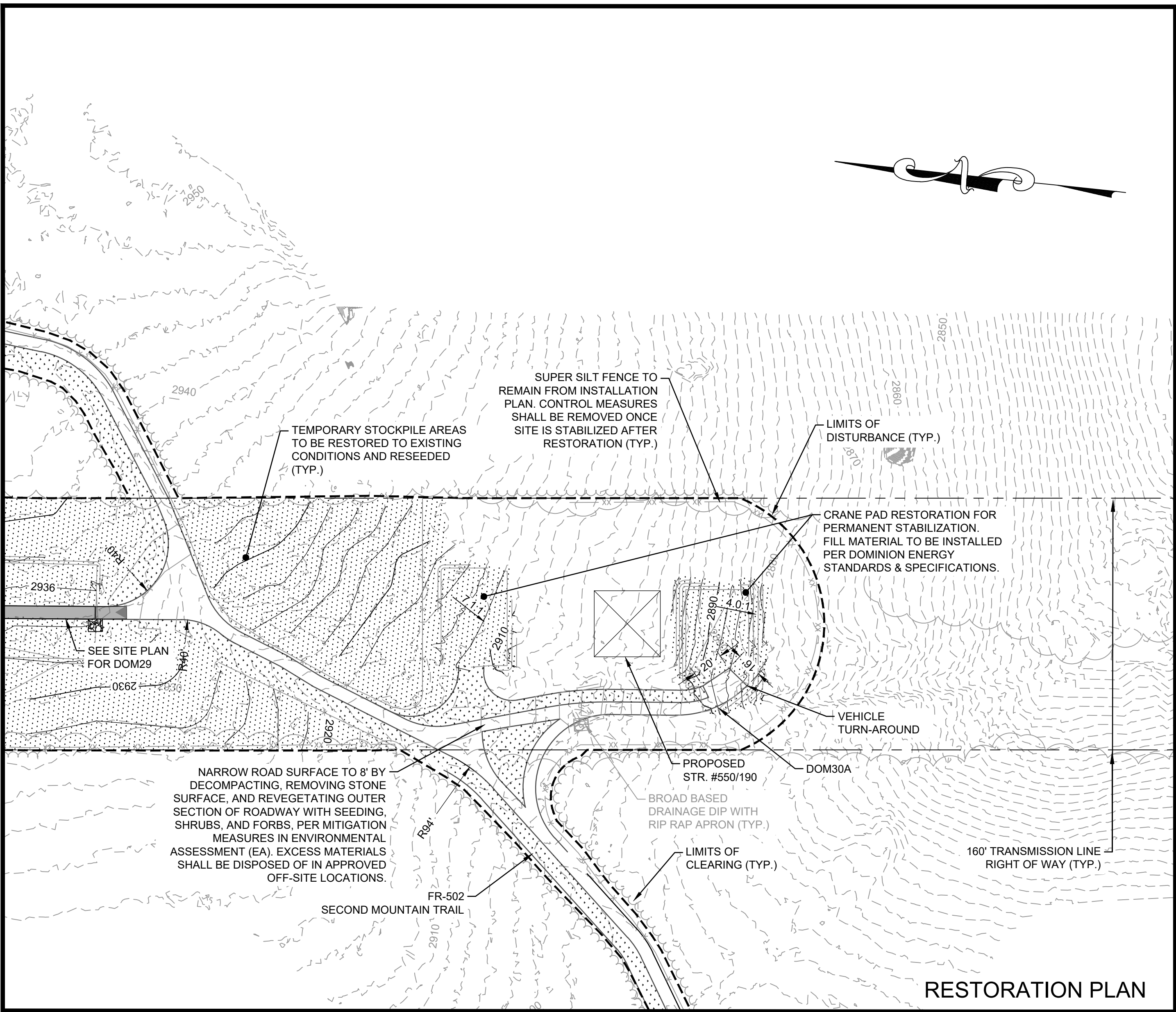
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DOM30A
RESTORATION
PLAN

PROJECT NO. 50106442

DOM30A-R1

SHEET NO.



RESTORATION PLAN NOTES

1. PLAN SHOWN HERE REPRESENTS "RESTORATION PLAN". SEE SHEET DOM30A-01 FOR "INSTALLATION PLAN"
2. FOR SHENANDOAH CREST ZONE MITIGATION MEASURES, REFER TO ENVIRONMENTAL ASSESSMENT (EA), DESIGN ELEMENTS AND THREATENED & ENDANGERED SPECIES SECTIONS.
3. FIELD MODIFICATIONS WITHIN THE PERMITTED CONSTRUCTION LIMITS (AS SHOWN ON THE PROJECT MAPS) MAY BE APPROVED BY THE CONSTRUCTION COORDINATOR/CERTIFIED LAND DISTURBER AND NOTED ON THE DRAWING. FIELD MODIFICATIONS THAT EXTEND OUTSIDE OF PERMITTED CONSTRUCTION LIMITS (AS SHOWN ON THE PROJECT MAPS) REQUIRE APPROVAL BY THE GWNF PRIOR TO IMPLEMENTATION.
4. CRANE PADS ARE TO BE STABILIZED AS SHOWN ON RESTORATION PLAN. DUE TO PRESENCE OF ROCK, SITE CONTRACTOR AND ENVIRONMENTAL COMPLIANCE COORDINATOR MAY USE GEOTECHNICAL DATA TO DETERMINE SOIL STABILITY AT CRANE PADS AFTER INSTALLATION.
5. NARROWED ROAD WIDTH AS SHOWN ON RESTORATION PLAN IS BASED ON THE AVERAGE EXISTING ROAD WIDTH DETERMINED BY LIDAR SURVEY.
6. IN ADDITION TO TEMPORARY AND PERMANENT SEEDING, JUTE MATTING MAY BE REQUIRED TO ENSURE STABILIZATION.
7. REFER TO GEORGE WASHINGTON NATIONAL FOREST FORESTWIDE STANDARDS AND EROSION AND SEDIMENT CONTROL STANDARD NOTES AND DETAILS INCLUDED AT THE FRONT OF THE TL 550 PHASE 3 CONSTRUCTION DOCUMENT PACKAGE.
8. EXISTING GRADES SHOWN ON CROSS SECTIONS AND PLAN & PROFILE ARE BASED ON LIDAR DATA PROVIDED BY DOMINION ENERGY.
9. PROFILE SHOWS 8FT OFFSETS TO LEFT AND RIGHT OF CENTERLINE TO ILLUSTRATE EXISTING GRADE ON EDGE OF ROADWAY WITH 16FT WIDTH.

DOM 30A INSTALLATION PLAN EARTHWORK CALCULATIONS

	CUT (CY)	FILL (CY)	NET (CY)
DOM 30A IMPROVEMENT	63	86	23 (FILL)
INSTALL N. CRANE PAD			
AT STR. #190	120	59	61 (CUT)
INSTALL S. CRANE PAD			
AT STR. #190	235	68	167 (CUT)
INSTALLATION TOTALS	418	213	205 (CUT)

DOM 30A RESTORATION PLAN EARTHWORK CALCULATIONS

	CUT (CY)	FILL (CY)	NET (CY)
RESTORE DOM 30A	0	42	42 (FILL)
RESTORE N. CRANE PAD			
AT STR. #190	53	123	70 (FILL)
RESTORE S. CRANE PAD			
AT STR. #190	148	180	32 (FILL)
RESTORATION TOTALS	201	345	144 (FILL)

FINAL EARTHWORK BALANCE

	NET (CY)
DOM 30A INSTALLATION	205 (CUT)
DOM 30A RESTORATION	144 (FILL)
DOM 30 TOTAL	61 (CUT)

EARTHWORK NOTES

1. EXCESS MATERIALS SHALL BE STORED IN TEMPORARY STOCKPILE AREAS AS SHOWN ON ROAD PLANS FOR CE49.
2. WHERE ADDITIONAL FILL MATERIAL IS REQUIRED, SUITABLE EXCESS MATERIALS FROM INSTALLATION AND RESTORATION OF OTHER ROADS WITHIN THE GWNF MAY BE USED.
3. OVERALL EARTHWORK BALANCES FOR CE49 WILL BE PROVIDED IN SUMMARY TABLE.